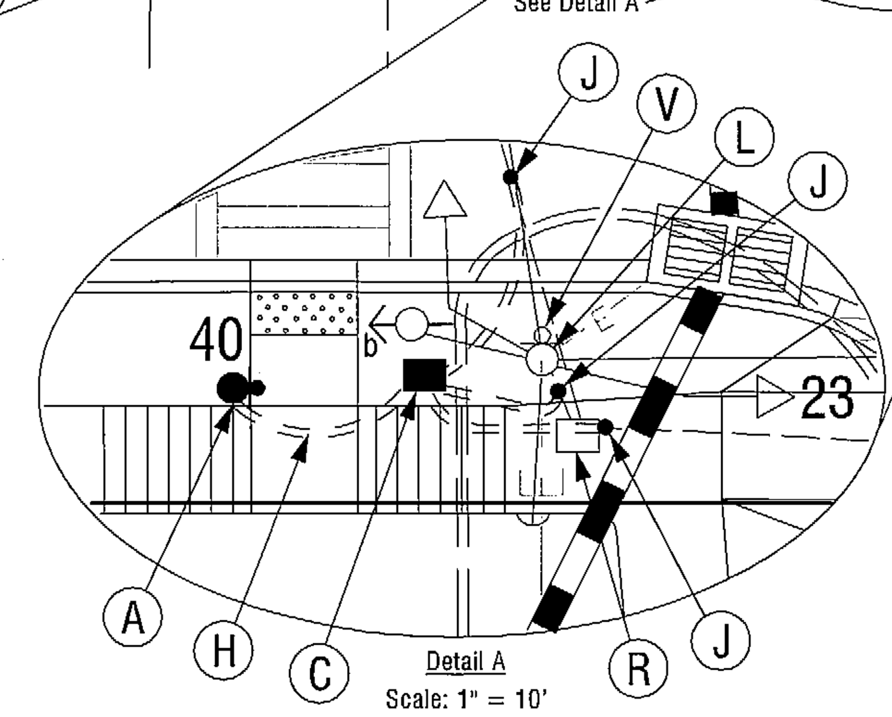


GENERAL NOTES

1. All underground utilities shown on these plans are schematic only and may not be complete. The Contractor shall be responsible for notifying "Miss Utility" prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal will occur, the Contractor shall notify the Engineer in the field immediately so that the conflict may be resolved.

2. The Contractor shall be responsible for terminating all signal cable to the appropriate terminals and properly label each cable so that SHA Forces can make the final connections. Contact the Traffic Signal Operations Supervisor, at least 72 hours prior to installation.

2. All traffic signal foundations shall be installed at the final sidewalk or curb grade for closed sections, highest roadway profile for open sections, to meet clearances as specified in MD Std 818.01, MD Std 818.02 and MD Std 818.03. The Contractor shall verify ultimate grades prior to installation of signal equipment.

3. The Contractor shall verify all proposed pole locations prior to installation.

4. All existing traffic signal equipment removed shall become the property of the Signal Contractor upon completion of the signal modification.

5. All pavement markings detailed are proposed and are to be installed in accordance with SHA Standards. All crosswalks shall be centered on handicap ramps or median cut-throughs.

6. Pushbuttons are to be located so that they can be activated by a person in wheelchair reaching less than 18" from a 60" x 60" level landing area with a slope less than or equal to 2%.

7. Pushbutton arrows are to be parallel to the crossing in which they are intended for.

8. Location of Accessible Pedestrian Signal pushbutton must meet location requirements of MUTCD Section 4E.09 and Figure 4E-2, and the NCHRP publication "Accessible Pedestrian Signals: Guide to Best Practice". If requirements are not met, the Contractor shall stop work on push button locations until a design waiver is obtained and approved by the Director of Office Traffic and Safety.

9. The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, NOT center to center of pole.

10. Red Light cameras and associated equipment to be modified by others, see McMahon Associates, Inc. plans. (TIMS# J-698)

12. Sidewalk ramps shown are per Civil drawings by Bohler Engineering and shall be installed in accordance with SHA Standards; MD 655.11 Perpendicular and MD 655.13 combination .

CONSTRUCTION DETAILS

A. Install concrete foundation with 5' steel pedestal pole with breakaway base, APS pushbutton and sign. (Note: Install 1 - 2" PVC schedule 80 conduit bend.)

B. Replace existing pushbutton and sign with APS type as shown.

C. Install handhole.

D. Intercept existing conduit with new handhole.

E. Abandon existing loop detector.

F. Install 6' x 30' quadruple type loop detector (3-6-3 winding).

G. Install 1" rigid galvanized electrical conduit. (For detector wire sleeve.)

H. Install 2" PVC schedule 80 electrical conduit - trenched.

J. Contractor to verify existing conduit. Intercept existing conduit with 3" PVC schedule 80 electrical conduit and join using a solvent welding process.

K. Use existing base mounted cabinet and controller.

L. Use existing strain pole.

M. Use existing span wire.

N. Use existing handhole.

O. Use existing conduit.

P. Remove existing ground mounted sign and post.

R. Remove existing handhole.

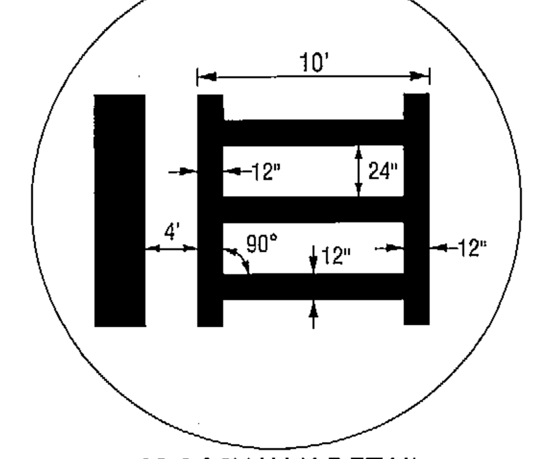
S. Install 12" heat-applied, white permenant preformed thermoplastic pavement marking for crosswalk. See Crosswalk Detail, bottom center.

T. Install ground mounted sign on 4" x 4" wooden post as shown.

U. Disconnect loop detector and interconnect cables and pull back to this handhole. Re-feed through proposed conduit.

V. Remove existing pushbutton and sign.

W. Remove existing sign. Install new sign on existing post as shown.



CROSSWALK DETAIL
NOT TO SCALE

GEOMETRIC LEGEND

Existing
Proposed

ULTILITY LEGEND

SD Storm Drain
G Gas Main
W Water Main
SAN Sewer Main
E Electric Cables
A Aerial Cables
T Telephone Cables
F Fiber-Optic

BY: WELLS+ASSOCIATES, INC.

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SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 2 (Governor Ritchie Highway) at Arnold Road
Arnold, Maryland

APPROVALS	REVISIONS
ORIGINAL ON FILE	(H) NE quadrant frontage improvements. Add APS to north leg. — 5 May 09
TEAM LEADER	NDG APV
ASST. DIV. CHIEF	G. Modification due to geometric changes — 12 July 07
DIVISION CHIEF	FJH
OFFICE DIRECTOR	F. Upgrade redlight cameras — 12 Jan 06

Traffic Signal Modification Plan

SCALE 1" = 20'	DATE 8 April 1973	CONTRACT NO.	
DESIGNED BY	J. Spence	COUNTY	Anne Arundel
DRAWN BY	J. Spence	LOGMILE	0200225.15
CHECKED BY		T.I.M.S. NO.	J-634
F.A.P. NO.		TOD NO.	
DRAWING NO. TS-324-H		SHEET NO. 1 OF 2	

PLOTTED:
FILE: L:\Projects\4001 - 4500\4410 - MD 2 & Arnold Road\Design\MD 2 & Arnold TSM.dgn